

Mr. FORD. Mr. President, I am not opposed to the creation of a wildlife refuge, as proposed in the bill. What concerns me is the idea that we here in the Senate can or should designate thousands of acres of cropland—over 7,000 acres of cropland—as a wildlife refuge without even consulting affected farmers. What concerns me is that we would make this designation without consulting or seeking the consent of the affected localities. What concerns me is a proposal that results in Kentuckians writing to me to say, “no one seems to listen” isn’t that something?—“no one seems to listen to what the majority of landowners and farmers, who are directly involved, are saying.”

With my amendment, we will be listening to the people of western Kentucky. My amendment, unlike the proposal in the bill, has the support of citizens in Kentucky who live around the Land Between the Lakes and helps to preserve a vital natural resource we already have.

I urge my colleagues, if we get to the Interior bill, that they support the adoption of my amendment.

I thank the Chair and yield the floor.

#### UNANIMOUS-CONSENT AGREE- MENT—VETO MESSAGE TO AC- COMPANY H.R. 1833

Mr. LOTT. Mr. President, I ask unanimous consent that the veto message to accompany H.R. 1833 be temporarily set aside to be called up by the majority leader after consultation with the Democratic leader.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. INOUE. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. GRASSLEY. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### MARITIME SECURITY ACT

The Senate continued with the consideration of the bill.

Mr. GRASSLEY. Mr. President, I rise to speak on the maritime bill that is before us. I, first of all, want to compliment the leadership of the Senate, plus the managers of this legislation, because we are bringing up maritime legislation in the daylight. The last time it was brought up it was the last item on an omnibus bill, a very big omnibus bill. It was at 9 o'clock at night. It was just before we were taking a week's recess. And it was to finance a subsidy for the maritime industry.

For something that costly, for something that important, it seems to me it is not something that we should try to sneak through in the dark of night as the last piece of business because con-

troversy that is connected with it might not be so welcomed to be answered. And, consequently, we just avoided all the necessary discussion we ought to have of very costly legislation.

So here we are not doing it on a Friday. We are not doing it late in the evening. And I want to compliment the leadership for bringing up a very important new program, a very costly new program, at a time when it can be given some legitimate consideration.

I also want to compliment our majority leader because he has been very forthright with me and very open with me in making sure that I had opportunities to present my point of view and to offer amendments. And it was not handled in the stealth manner that I have teased him about in the past as this bill was working its way out of committee. So I think again it is being done in an open and very forthright manner so we can have discussion on this.

I see the leader has come in. And if he is here to do other business, I would be happy to yield to him for that sole purpose.

Mr. LOTT. Mr. President, would the Senator yield just briefly?

Mr. GRASSLEY. I will yield, not losing my right to the floor, yes.

The PRESIDING OFFICER. The majority leader is recognized.

Mr. LOTT. I want to thank the distinguished Senator from Iowa for his comments. I know that this is an issue that he has an interest in. We talked about it. And I had indicated to him earlier, even though we picked at each other for years on this subject, that this would certainly be something that he would be given notice on and that we would meet with him and talk to him about the substance, about what was within it and not within it, and to give him ample time to study it and prepare remarks and amendments.

The only reason we are starting as late in the afternoon as we are is because I believe he had a conflict, and we wanted to try to accommodate him earlier. We are going to continue to proceed in that way. We want to make sure everybody has a chance to make their case and look at this legislation very carefully. I appreciate his attitude and his comments very much. I just wanted to thank him for that.

Mr. GRASSLEY. While we are talking about accommodating me, from 8 to 8:30 I have my monthly town meeting via television satellite with the people of Iowa. I would like to be able to keep that.

Mr. LOTT. If the Senator would yield for me to respond to that, and for no other purposes, Mr. President, we certainly have other Senators that want to make statements and maybe debate on amendments. We will make sure that nothing happens during that time that would be a problem for him. I yield the floor.

Mr. GRASSLEY. Mr. President, why are the taxpayers up in arms about

Washington, DC? I think it is because they know how to spend their money better than Washington does. Americans are overtaxed. Ask any of them. Washington is also overweight. Today American workers work longer, they work harder, just so that Washington can spend more of their money. Taxpayers sacrifice more, I am sorry to say, so that Washington can spend more. That is just not right.

I want to make it possible for taxpayers to keep more of their own money. Part of that is to get Congress then to stop spending so darn much of it in the first place. That is why whenever I see a grossly wasteful program, I feel obliged to squeeze the fat out of it. And I urge my colleagues to help in that effort.

Maritime subsidies, the subject of this legislation, is one, one blatant example of how Washington wastes taxpayers' hard-earned money. It is a case study in how Washington turns common sense upside down. Instead of competition for lower costs, this program creates a monopoly that raises costs. Now we all expect competition to lower costs, and in most instances it does lower costs, but the program that is in this legislation creates a monopoly. And you know what happens most of the time when you have a monopoly? That ends up raising costs.

Instead of supporting the national security, as this program purports to do, this program is becoming irrelevant to national security.

This program delivers to the taxpayers higher costs and no national security benefit. Should that not be a clue that this program is wasteful? I know how the taxpayers would answer that question, Mr. President, but I am not sure yet how my 99 other colleagues will answer that question.

There is an old way and a new way of doing business in Washington. The old way is to spend money to get reelected. Just tax the citizenry more to pay for that effort. The money goes to wealthy companies—we call that corporate welfare—and it goes to powerful unions. It becomes corporate and union welfare. They keep getting more money from the Treasury and then they have clout. They pay contributions to reelect friends; that way they do not have to be accountable for the taxpayers' money.

A very ineffective program can exist and survive in Washington simply because it has so much clout. That is the political game in Washington. That is the political game that the grassroots of America, if people are candid with you, are sick and tired of. That is also how Washington wastes the taxpayers' money. To Washington, it is not waste. No, it is not waste. It is currency. It is the cost of getting reelected. That is the old way of doing business in Washington.

The new way, beginning with this Congress, is to be frugal. The era of big Government is over. Even President Clinton said that in his State of the